

Spokane Fire Department Incident Report

44 W Riverside Ave, Spokane, WA 99201 (509) 625-7000

Incident # <u>2015044431</u>	Incident Date <u>08/12/2015 09:45:59</u>	Incident End <u>08/12/2015 23:26:48</u>
Address <u>1114 N RALPH ST</u>	City/State <u>SPOKANE WA</u>	
Location Type <u>1 Street address</u>	Grid	Fire Area <u>CS08-A</u>
	Cross Street <u>DESMET</u>	
Incident Type <u>422 Chemical spill or leak</u>	Mutual Aid ? <u>1 Mutual aid received</u>	
Disp Code <u>40F</u>	Nature <u>40I-HAZ MAT INVESTIGATION</u>	
Actions Taken <u>, 41 Identify, analyze hazardous materials</u>	Hazmat Released <u>0 Special hazmat actions requi</u>	

Estimated Property Value / Loss

Property	Contents
Value	Property Use <u>700 Manufacturing, processing</u>
Loss	Mixed Use Property <u>60 Industrial use</u>

Casualties

Deaths Injuries

Detectors

Present 0

Operation

Fire Service

Type

Effectiveness

Civilian

Power Supply

Failure Reason

Automatic Extinguishing System (AES)

Present 0

Type

Working Heads0

Operation

Failure Reason

Command / Reporting

Officer In Charge

(b) (6), (b) (7)(C)

Reported By Assignment

S2

Reported By Date

08/12/2015

Reporting Officer

(b) (6), (b) (7)(C)

Structure

Main Floor Size

Type	Status	Sq Ft <u>0</u>	Length <u>0</u>	Width <u>0</u>
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Buildings Involved <u>0</u>	Residential Units <u>0</u>	Stories Above Grade <u>0</u>	Stories Below Grade <u>0</u>
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Fire Out on Arrival ? No

Ignition Cause

Origin

Floor 0

Heat Source

Item 1st Ignited

Material 1st Ignited

Ignition Factor

Suppression Factor

1)

1)

2)

2)

3)

Fire Spread

Fire Spread Material

Fire Spread Material Type

Storage Use

Material

1)

1)

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2)

2)

3)

3)

Stories Damaged Minor 0 Significant 0 Heavy 0 Extreme 0

Human Factors

Estimated Age 0 Sex Unknown

Equipment Involved

Brand Model Serial No Year
Mobility Stationary Power Source

Mobile Property Involved

Make Model Type
Year 0 VIN
License State
Operator DOB Phone

Remarks & CAD Notes

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C- (b) (6), (b) (7)(C), Assistant Chief, S-2

O- After being notified of an evolving hazardous materials incident located near Ralph/Trent, I contacted the CCC and added myself to the call. I began responding to the incident from Station 1. While en route, there was radio traffic indicating that Engine 8 was on-scene of an upgraded 40I and reported the presence of multiple patients that were suffering breathing problems. The initial dispatch notes available on the MDC suggested a strong odor of ammonia was causing eye irritation. I arrived on the scene from above the incident on Trent and was able to view Engine 8 working with a number of civilians. Based on the weather condition and number of fire apparatus still responding, I decided to approach the scene from the north on Ralph and establish a formal incident command post at the intersection of Boone and Greene.

Early Operations (201)

I established a formal incident command post (ICP) and requested Spokane Police for an immediate unified IC through the Communications Center (CCC). Additionally, I contacted the CCC and ordered the nearby railroad tracks to be shut down from any railway traffic and received confirmation that the railway companies had obeyed. I instituted the following initial overall strategic goals for the incident: protect the lives of emergency response personnel and citizens through coordinated Fire/EMS/HazMat tactics and adherence to the risk management plan; protect the environment; support the business by restoring municipal services and a safe environment for occupancy.

I initially established two primary branches to support the implantation of the plan. Chief (b) (6), (b) (7)(C) (BC20) was assigned as the Hazardous Materials Branch Director (HazMat). Resources to the HazMat Branch included the Spokane Fire Department HazMat Team, basic life support (BLS) and advanced life support companies (ALS) companies for decontamination support and the Fairchild HazMat Team. Additional overhead/leadership was added to support the HazMat Branch from external agencies and group supervisor positions were filled from within the SFD HazMat Team and based on need and specialty.

Due to the early realization that multiple civilians had come in contact with what was believed to be an unknown irritant, a Medical Branch was established and Chief (b) (6), (b) (7)(C) (BC21) was assigned as the Medical Branch Director. Resources added to the Medical Branch included multiple strike teams of ALS ambulances with accompanied leadership including group supervisors for: Triage Treatment, Communication and Transport. The WaTrac System was activated from the ICP and the Transport Group Supervisor contacted the DMCC via cell phone for destination determinations.

Communication Plan (205)

A communication plan was created to support the rapidly growing incident. The 800MHz network was primarily utilized for all on-scene communication and reinforced with cell phones for external communication. The following network talkgroups were utilized: SR Ops 12 Command, Hazmat Branch SR Ops 14, and Medical Branch SR Ops 15.

Expanded Incident

As the incident progressed, I became increasingly confident that the report of the chemical's release was credible. I ordered a spot weather forecast from the NWS through the CCC and upgraded the incident to further add personnel and support resources such as formal rehab vehicles and additional nutrition. Spokane Police Lieutenant (b) (6), (b) (7)(C) arrived later in the incident and joined in unified command. We agreed to add an additional Branch for evacuation and that Law resources would staff the branch with the objective of evacuating within a four-block area of the incident's cold zone as precaution. The LOFR also facilitated a message transmitted through Alert Spokane for notification and level 2 evacuation information for a greater area as determined by 911. During the development of the traffic and evacuation plan, two males approached the ICP in a City of Spokane van and advised that up to 50 civilians were working at 915 North Nelson and were complaining of symptoms (difficulty breathing and throat irritation) from the chemical's release. The two men were given directions to the HazMat Branch and sent to them immediately for decon. Due to the physical distance to 915 N Nelson from the ICP and on-scene resources, I assigned Chief (b) (6), (b) (7)(C) (BC23) with a second alarm medical assignment to the location to recon the situation and report back findings. The CCC created incident #2015044442 to dispatch resources. Upon his arrival, he was immediately met with multiple patients and requested a need for additional overhead, HazMat and Medical support. I made the geographic area of the 900 Block of North Nelson as a Division with Chief (b) (6), (b) (7)(C) as the DIVS. I added SR Ops 11 to the communication plan for Nelson Division and briefed both Branch Directors of the growing complexity and needs.

Incident's Leadership

As the incident grew in complexity, the Command and General Staff functions (C&G) were expanded to include a formal Incident Safety Officer (ISO), Public Information Officer (PIO), Liaison Officer (LOFR) and Planning Section Chief (PSC). A request for Logistics and Finance Section Chiefs were made through the CCC, however the positions remained unfilled throughout the incident due to a lack of availability. The Department of Emergency Management's Mobile Command Vehicle was brought to the scene with staffing and a formal command post was established in the cold zone on Trent south of the incident.

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Key IC Decisions

- I gave direction to the HazMat Branch Director that no exposed employee would be transported by ambulance without decontamination. The Branch Director would select the appropriate decon based on the Team, however I was clear that none of the patients could be transported by AMR without being completely decontaminated regardless of criticality.
- The first arriving company officer had established a visual exclusion zone that utilized the fencing as the break between warm and cold. This initial decision proved to be very valuable and set the stage for mandatory decon of all exposed employees, SFD personnel and equipment. All operations personnel were briefed by their leadership of exclusionary zones, PPE requirements and communication plan.
- I confirmed and agreed to a formal Site Safety Plan (SSP) developed by the HazMat and Branch Director. With my signature the work site practices, PPE and other health and safety directives were put in place for all assigned personnel. Furthermore, the recovery of PPE and cleaning of all PPE used was managed by the HazMat Team and Department Health and Safety Officer.
- The HazMat Branch director reported early in the incident that the employees from the company described a yellow-green release of a substance during their recycling process and an immediate inhalation irritation. That report was substantiated by other reports coming into the CCC and the ICP. Moreover, there were no signs or measurable agent when the first engine arrived or when the Team was assembled and monitoring. The Branch Director reported that the HazMat Team's most likely scenario based on intelligence from a manufacturer that was on-site was that the irritant was Arsenic Trichloride. Initial notification and evacuation distances were determined based on the HazMat Team's research, weather predictions and (lack of) findings.
- The HazMat Team found measurable readings of the product Chlorine on victim's clothing. That information, plus a cell phone photo of the release, resulted in the HazMat Branch Director confidently determining the released agent as Chlorine.
- Reports of additional exposed citizens began coming in through walk-ups at the ICP. A second alarm response with overhead was sent to the address. I decided to add the incident under the existing structure to allow for shared resources, information and leadership. The DIVS requested additional external specialty resources such as mutual aid ambulances, air supply, decon and hazardous materials specialists to assist in the growing need of the incident. Those resources were immediately sent and resource priority changed from the original site to the Nelson Division after all patients were decontaminated and transported from Ralph Street.
- Local hospitals would have been easily overwhelmed if we had transported all civilians in the area that may have been exposed to the Chlorine, or even remotely felt any irritation from the ambient air during what came to be understood later as a chlorine release. I directed personnel in the Medical Branch and Nelson Division to utilize the tactic of having Paramedics evaluate any civilian in the area with concerns and to provide medical surveillance until the product was determined and a definitive plan for long-term treatment (if warranted) could be developed. Following established triage principles/protocol and medical direction, only civilians with complaints and desire for transportation by ambulance would receive transportation by ambulance. Paramedic and overhead resources were added to the Division and Branches to treat any condition on-scene and consult with medical control if a destination decision was warranted.
- I was contacted directly by cell phone from (b) (6), (b) (7)(C) (RN Manager of Holy Family) reporting that walk-up patients were arriving at the Holy Family Hospital. She was inquiring whether their staff should activate their plans and emergency decon equipment that was stored outside their facility. In consultation with the (b) (6), (b) (7), I contacted Chief (b) (6), (b) (7) and sent a SFD Engine from the system to assist Holy Family in developing a decontamination system and remain at the emergency department to assist them until their need was complete. No other Emergency Department's contacted either myself or the CCC with a similar request.
- Communication through the Medical Branch to hospitals regarding the product was challenging. I did make contact by cell phone with the Chief Fellow/Resident for Toxicology at Harborview Medical Center that was assisting local hospitals and convey the situation in depth when the intelligence suggested an unknown product, then Arsenic Trichloride, and lastly Chlorine. Communicating the changing situation while the incident was extremely dynamic was a challenge.
- A formal Press Release was created and facilitated by the PIO and Communication Director (b) (6), (b) (7)(C). The company's CEO, City of Spokane Mayor, SPD and myself were interviewed and provided a transparent explanation of the past and current events.

Formal Notifications made by the IC

I made formal notifications to the Department of Ecology, Union Pacific and BNSF, Spokane Department of Emergency Management, SPD, Alert Spokane, NWS Spot Weather and Spokane County Area Coordinator.

Final Incident Package

All assigned personnel were accounted for throughout the incident and successfully accomplished the tasks necessary to complete the incident objectives. There were no injuries or exposures of emergency personnel reported during the event or at the time of the report. While a formal IAP was developed by the PSC, the incident objectives remained dynamic based on a number of impromptu short-term needs. I transferred Command with a formal briefing to Chief (b) (6), (b) (7) and left the scene with only a small number of SFD resources remaining on scene. The business remained closed and under fire watch with a

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SFD fire company on-site. I completed my assignment by briefing the media on site and returned to service without incident. The final package should include a locked FDM report, IAP and Site Safety Plan.

09:46:16 Call shipped
09:46:25 Alarm 1 issued
09:46:25 SE8 assigned to 2015044431 with a status of Dispatched
09:46:25 Tac Channel changed from null to SFD PR - SFD Primary
09:46:26 SE8 S timer set to Wednesday, Aug 12, 2015 09:51 (5 minutes)
09:46:28 LOCUTION GOOD AT STATION(S): S8
09:47:42 CALLER FROM 1114 N RALPH
09:48:09 SE8 status changed to En Route
09:48:09 SE8 timer set to 5.0 minutes
09:48:50 Location changed from 901 N Nelson St to 1114 N Ralph St
09:48:50 Grid changed from 35161D to 35152D
09:48:56 Location changed from 1114 N Ralph St to 1114 N Ralph St, PACIFIC STEEL
09:49:42 REPORTING A BARRELL OF UNK CHEMICAL WAS SPILLED
09:50:34 STRONG SMELL AND EYE IRRITATION, ADV TO CLEAR THE AREA
09:50:52 SE8 status changed to On Scene
09:50:52 SE8 timer set to 10.0 minutes
09:50:58 SE8 now In Command
09:50:58 SE8 timer set to 10.0 minutes
09:53:04 ADDITIONAL 911 CALL FROM 901 N NELSON, REPORTING A STONG
09:53:10 AMONIA SMELL OUTSIDE THE BLDG
09:56:49 Fire incident 2015044431 upgraded from Priority 40I - Hazm to null
09:56:49 Priority changed from 40I - Hazmat Investigation to 40F - Hazmat Full
09:57:11 SR9 assigned to 2015044431 with a status of Dispatched
09:57:11 SL2 assigned to 2015044431 with a status of Dispatched
09:57:11 SHM1 assigned to 2015044431 with a status of Dispatched
09:57:11 SE7 assigned to 2015044431 with a status of Dispatched
09:57:11 SE2 assigned to 2015044431 with a status of Dispatched
09:57:11 E81 assigned to 2015044431 with a status of Dispatched
09:57:11 S20 assigned to 2015044431 with a status of Dispatched
09:57:11 S21 assigned to 2015044431 with a status of Dispatched
09:57:11 SCS4 assigned to 2015044431 with a status of Dispatched
09:57:11 AVIS assigned to 2015044431 with a status of Dispatched
09:57:16 SR9 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 SL2 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 SHM1 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 SE7 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 SE2 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 E81 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 S20 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 S21 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 SCS4 S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:16 AVIS S timer set to Wednesday, Aug 12, 2015 10:02 (5 minutes)
09:57:22 LOCUTION GOOD AT STATION(S): , S9
09:57:47 SE8 REQ HAZMAT TEAM AND AMR
09:57:59 POSS 3 PTS
09:58:07 ME1 assigned to 2015044431 with a status of Dispatched

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09:58:11 Incident shipped to interface
09:58:12 ME1 S timer set to Wednesday, Aug 12, 2015 10:03 (5 minutes)
09:59:01 SE1 assigned to 2015044431 with a status of Dispatched
09:59:03 SE1 S timer set to Wednesday, Aug 12, 2015 10:04 (5 minutes)
09:59:04 LOCUTION GOOD AT STATION(S): S1
09:59:17 REQ. FROM STATION 1 TO ADD SE1
09:59:18 SE2 status changed to En Route
09:59:18 SE2 timer set to 5.0 minutes
09:59:29 148 NO CODE I90 /DIV [LS]
09:59:30 131 NO CODE NO CODE SPRAGUE/I90 [LS]
09:59:32 AM104 assigned to 2015044431 with a status of Dispatched
09:59:32 Ambulance unit AM104 assigned to call [AMR]
09:59:35 AM104 S timer set to Wednesday, Aug 12, 2015 10:04 (5 minutes)
09:59:35 E81 status changed to En Route
09:59:35 E81 timer set to 5.0 minutes
09:59:40 S20 status changed to En Route
09:59:42 AM104 status changed to Available
09:59:40 S20 timer set to 5.0 minutes
09:59:45 AM148 assigned to 2015044431 with a status of Dispatched
09:59:45 Ambulance unit AM148 assigned to call [AMR]
09:59:47 AM148 S timer set to Wednesday, Aug 12, 2015 10:04 (5 minutes)
09:59:53 SE7 status changed to En Route
09:59:53 SE7 timer set to 5.0 minutes
09:59:59 SL2 status changed to En Route
09:59:59 SL2 timer set to 5.0 minutes
10:00:12 SCS4 status changed to Available
10:00:28 S21 status changed to En Route
10:00:28 S21 timer set to 5.0 minutes
10:00:36 AM148 status changed to En Route
10:00:36 AM148 timer set to 5.0 minutes
10:00:57 AM131 assigned to 2015044431 with a status of Dispatched
10:00:57 Ambulance unit AM131 assigned to call [AMR]
10:01:01 AM131 S timer set to Wednesday, Aug 12, 2015 10:05 (5 minutes)
10:01:02 AM131 status changed to En Route
10:01:02 AM131 timer set to 5.0 minutes
10:01:25 ~MOVE TO FOPS 15
10:01:32 SR9 status changed to En Route
10:01:32 SR9 timer set to 5.0 minutes
10:01:37 Tac Channel changed from SFD PR - SFD Primary to F OPS15 - Fire Operations 15
10:01:44 SE13 assigned to 2015044431 with a status of Dispatched
10:01:47 LOCUTION GOOD AT STATION(S): S13
10:01:48 SE13 S timer set to Wednesday, Aug 12, 2015 10:06 (5 minutes)
10:02:01 PER S20 ADD SE13
10:03:13 S2 assigned to 2015044431 with a status of Dispatched
10:03:24 S2 S timer set to Wednesday, Aug 12, 2015 10:08 (5 minutes)
10:03:28 S2 status changed to En Route
10:03:28 S2 timer set to 5.0 minutes
10:03:33 ME1 status changed to Available
10:03:50 SE13 status changed to En Route
10:03:50 SE13 timer set to 5.0 minutes

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10:04:52 3 PTS ON WEST SIDE OF BLDG
10:05:19 SL2 status changed to On Scene
10:05:19 SL2 timer set to 10.0 minutes
10:05:41 SE2 status changed to On Scene
10:05:41 SE2 timer set to 10.0 minutes
10:05:46 SE7 status changed to On Scene
10:05:46 SE7 timer set to 10.0 minutes
10:06:10 SMSO3 assigned to 2015044431 with a status of Dispatched
10:06:14 SMSO3 S timer set to Wednesday, Aug 12, 2015 10:11 (5 minutes)
10:06:15 SMSO3 status changed to En Route
10:06:15 SMSO3 timer set to 5.0 minutes
10:06:34 AM148 status changed to On Scene
10:06:34 AM148 timer set to 10.0 minutes
10:07:02 S2 status changed to On Scene
10:07:02 S2 timer set to 10.0 minutes
10:07:02 148 STAGED HAVEN/ BOONE [LS]
10:07:43 S21 status changed to On Scene
10:07:43 S21 timer set to 10.0 minutes
10:08:00 S20 status changed to On Scene
10:08:00 S20 timer set to 10.0 minutes
10:08:25 5 PTS - 2 ON EAST SIDE OF TRAINS, 3 PTS WEST SIDE
10:08:41 SPILL IS AT THE BACKHOES, WEST SIDE OF RALPH
10:09:03 S21 MEDICAL GROUP
10:09:28 S2 ICP AT BOONE/GREENE
10:09:35 AM101 assigned to 2015044431 with a status of Dispatched
10:09:35 Ambulance unit AM101 assigned to call [AMR]
10:09:39 AM101 S timer set to Wednesday, Aug 12, 2015 10:14 (5 minutes)
10:09:45 AM101 status changed to En Route
10:09:45 AM101 timer set to 5.0 minutes
10:10:10 S20 HAZMAT GROUP
10:10:17 GREEN/ BOONE [LS]
10:10:21 PER S2, OPS 14 FOR COMMAND
10:11:50 AMR 5 TOTAL
10:11:50 SR9 status changed to On Scene
10:11:50 SR9 timer set to 10.0 minutes
10:12:04 COMMAND POST BOONE/GREENE
10:12:17 HIGH PROFILE SENT [LS]
10:12:18 REQUEST FOR 5 AMBULANCES [LS]
10:12:22 TRAFFIC STOP AT GREENE/MISSION AND RICH/TRENT
10:12:34 SE1 status changed to En Route
10:12:34 SE1 timer set to 5.0 minutes
10:13:03 AM126 assigned to 2015044431 with a status of Dispatched
10:13:04 Ambulance unit AM126 assigned to call [AMR]
10:13:04 AM126 S timer set to Wednesday, Aug 12, 2015 10:18 (5 minutes)
10:13:10 AM126 status changed to En Route
10:13:10 AM126 timer set to 5.0 minutes
10:13:29 PD ADV
10:13:33 148 IS MEDICAL IC [LS]
10:14:23 AM126 status changed to Available
10:14:38 AM131 status changed to On Scene

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10:14:38 AM131 timer set to 10.0 minutes
10:16:12 E81 status changed to On Scene
10:16:12 E81 timer set to 10.0 minutes
10:16:17 AM101 status changed to Available
10:16:21 AM126 assigned to 2015044431 with a status of Dispatched
10:16:21 Ambulance unit AM126 assigned to call [AMR]
10:16:26 AM126 S timer set to Wednesday, Aug 12, 2015 10:21 (5 minutes)
10:16:49 AM126 status changed to En Route
10:16:51 OPS 15 MEDICAL
10:16:53 AMR20 assigned to 2015044431 with a status of Dispatched
10:16:53 Ambulance unit AMR20 assigned to call [AMR]
10:16:54 AMR20 S timer set to Wednesday, Aug 12, 2015 10:21 (5 minutes)
10:16:49 AM126 timer set to 5.0 minutes
10:16:56 COMMAND OPS 14
10:16:58 AMR20 status changed to En Route
10:16:58 AMR20 timer set to 5.0 minutes
10:17:27 HAZMAT FOPS 12
10:18:05 AM126 status changed to Available
10:19:09 STOP RAILROAD TRAFFIC
10:21:06 AMR 20 FROM SHARP AND MONROE CODE [LS]
10:21:20 CURRENTLY ONLY 2 AMR UNITS AVAILABLE, WILL WORK ON GETT [LS]
10:21:21 ING ADDITIONAL THAT DIRECTION [LS]
10:21:30 TRACKS ARE UNION PACIFIC
10:22:07 VALLEY DECON TRAILER IS AVAILABLE
10:23:04 AMR20 status changed to On Scene
10:23:04 AMR20 timer set to 10.0 minutes
10:23:06 LEVEL 2 EVAC WHEN PD ARRIVE
10:24:22 SE13 status changed to On Scene
10:24:22 SE13 timer set to 10.0 minutes
10:25:35 DOE UPDATED AND REQ. TO ADVISED TO CALL S2 SPOKE WITH (b) (6), (b) (7)(C)
10:26:44 PD ADV OF EVAC
10:26:48 AM136 assigned to 2015044431 with a status of Dispatched
10:26:48 Ambulance unit AM136 assigned to call [AMR]
10:26:49 AM136 S timer set to Wednesday, Aug 12, 2015 10:31 (5 minutes)
10:27:55 AMR 136-THIRD UNIT [LS]
10:28:14 SE1 status changed to On Scene
10:28:14 SE1 timer set to 10.0 minutes
10:29:09 S31 assigned to 2015044431 with a status of Dispatched
10:29:14 S31 S timer set to Wednesday, Aug 12, 2015 10:34 (5 minutes)
10:29:18 S31 status changed to En Route
10:29:18 S31 timer set to 5.0 minutes
10:29:43 SMSO3 status changed to On Scene
10:29:43 SMSO3 timer set to 10.0 minutes
10:30:07 AM136 status changed to En Route
10:30:07 AM136 timer set to 5.0 minutes
10:30:57 S2 now In Command
10:30:57 AM116 assigned to 2015044431 with a status of Dispatched
10:30:57 Ambulance unit AM116 assigned to call [AMR]
10:31:00 AM116 S timer set to Wednesday, Aug 12, 2015 10:35 (5 minutes)
10:30:57 S2 timer set to 10.0 minutes

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10:31:11 AM116 status changed to En Route
10:31:11 AM116 timer set to 5.0 minutes
10:32:01 PD SGT (b) (6), (b) (7)(C) 625-4186 ASSIGNED TO CALL
10:37:23 POSS 50 OTHER PTS AT A GARCO WORK SITE
10:37:34 PD TO SHUT DOWN TRENT
10:38:08 AM131 status changed to En Route to Hospital
10:38:08 AM131 is En Route to Hospital
10:38:09 AM131 131 1 PT TO DEACONESS [LS]
10:38:08 AM131 timer set to 10.0 minutes
10:43:24 CONSTRUCTION AT 915 N NELSON, SERVICE CENTER FOR CITY
10:43:57 AM136 status changed to On Scene
10:43:58 PER AMR20 116 / 136 UP TO CODE [LS]
10:43:57 AM136 timer set to 10.0 minutes
10:44:50 AM116 status changed to On Scene
10:44:50 AM116 timer set to 10.0 minutes
10:45:16 HAZMAT ENTRY
10:45:17 8 PTS
10:45:25 ALL PERSONALL ASSIGNED
10:46:35 AM124 assigned to 2015044431 with a status of Dispatched
10:46:36 Ambulance unit AM124 assigned to call [AMR]
10:46:36 AM124 S timer set to Wednesday, Aug 12, 2015 10:51 (5 minutes)
10:46:38 AM124 status changed to En Route
10:46:38 AM124 timer set to 5.0 minutes
10:46:51 V22 assigned to 2015044431 with a status of Dispatched
10:46:57 V22 S timer set to Wednesday, Aug 12, 2015 10:51 (5 minutes)
10:47:11 124 CODE I90/HAMILTON [LS]
10:47:45 V22 status changed to En Route
10:47:45 V22 timer set to 5.0 minutes
10:49:25 4 BLK RADIUS EVAC FOR ALERT SPOKANE
10:49:30 CONTACT SCC FOR EVAC OF BLDGS
10:51:03 AM147 assigned to 2015044431 with a status of Dispatched
10:51:03 Ambulance unit AM147 assigned to call [AMR]
10:51:06 AM147 S timer set to Wednesday, Aug 12, 2015 10:56 (5 minutes)
10:51:56 6TH AMBULANCE- 147 HAMILTON/I90 [LS]
10:52:03 AM124 status changed to On Scene
10:52:03 AM124 timer set to 10.0 minutes
10:52:08 AM131 status changed to At Hospital
10:52:08 AM131 timer set to 20.0 minutes
10:52:11 AM147 status changed to En Route
10:52:11 AM147 timer set to 5.0 minutes
10:52:29 S31 status changed to On Scene
10:52:29 S31 timer set to 10.0 minutes
10:52:47 AM136 status changed to En Route to Hospital
10:52:47 AM136 is En Route to Hospital
10:52:47 AM136 timer set to 10.0 minutes
10:54:28 AM148 status changed to En Route to Hospital
10:54:28 AM148 is En Route to Hospital
10:54:28 AM148 timer set to 10.0 minutes
10:55:03 V22 status changed to On Scene
10:55:03 V22 timer set to 10.0 minutes

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10:55:42 136 CODE 2 PT TO SHMC [LS]
10:55:43 148 FROM LINCOLN AND DIVISION CODE [LS]
10:56:09 SAFETY ESTABLISHED
10:57:30 AM147 status changed to On Scene
10:57:30 AM147 timer set to 10.0 minutes
10:58:08 BURLINGTON NORTHER STOPPING TRAINS
10:58:23 SHM1 status changed to On Scene
10:58:23 SHM1 timer set to 10.0 minutes
10:58:32 AM104 assigned to 2015044431 with a status of Dispatched
10:58:32 Ambulance unit AM104 assigned to call [AMR]
10:58:33 AM104 S timer set to Wednesday, Aug 12, 2015 11:03 (5 minutes)
10:59:30 AM104 status changed to Available
10:59:32 AM133 assigned to 2015044431 with a status of Dispatched
10:59:32 Ambulance unit AM133 assigned to call [AMR]
10:59:32 AM133 S timer set to Wednesday, Aug 12, 2015 11:04 (5 minutes)
10:59:34 AM133 status changed to En Route
10:59:34 AM133 timer set to 5.0 minutes
10:59:58 133 FROM SHARP AND MONROE CODE [LS]
11:00:55 AM136 status changed to At Hospital
11:00:55 AM136 timer set to 20.0 minutes
11:00:58 NO CONFIRMATION ON THE CHEMICAL AT THIS TIME
11:02:31 AM148 status changed to At Hospital
11:02:31 AM148 timer set to 20.0 minutes
11:05:01 MED GROUP AND DECON ON RALPH EAST END OF BLDG
11:05:44 AM133 status changed to On Scene
11:05:44 AM133 timer set to 10.0 minutes
11:06:38 AM116 status changed to En Route to Hospital
11:06:38 AM116 is En Route to Hospital
11:06:38 AM116 timer set to 10.0 minutes
11:06:42 ALL PTS DECONED AND TRANSPORTED
11:07:27 PACIFIC STEEL BLDG HAS BEEN EVAC
11:07:37 AM131 status changed to Available
11:07:49 V3 IS AT THE ICP
11:09:24 GOT A CALL FROM 3105 E BOONE, 2 OCCUPANTS IN THE BLDG, C/O
11:09:38 SCRATCHY THROAT. DID VISUALIZE YELLOW CLOUD GO BY
11:12:01 AM148 status changed to Available
11:12:01 AM136 status changed to Available
11:14:22 PACIFIC STEEL CONFIRMED 100% EMPTY
11:15:39 NOTHING IN THE AIR AT THIS TIME
11:16:29 AM116 status changed to At Hospital
11:16:29 AM116 timer set to 20.0 minutes
11:17:24 LARGE STA BUS FOR FOR REHAB
11:19:03 AM116 status changed to Available
11:20:16 AM124 status changed to En Route to Hospital
11:20:16 AM124 is En Route to Hospital
11:20:16 AM124 timer set to 10.0 minutes
11:26:11 AM124 status changed to At Hospital
11:26:11 AM124 timer set to 20.0 minutes
11:30:36 DIVISION AT RALPH AND DIVISION AT NELSON
11:30:45 20 PTS WITH SYMTPOMS ON NELSON COMMAND

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11:30:54 HAZMAT NO DECON ISSUE
11:31:09 FAIRCHILD HAZMAT CONTACT S2
11:31:15 AMR WITH MEDICAL SUPPORT
11:32:31 CALL FROM 627 N NAPA, 7-8 EMPLOYEES C/O SCRATCHY THROAT,
11:32:47 ADVISED TO SHELTER IN PLACE TURN OFF HVAC AND CLOSE ALL
11:33:13 AM116 assigned to 2015044431 with a status of Dispatched
11:33:13 Ambulance unit AM116 assigned to call [AMR]
11:33:15 MEDICAL IS OPS 15
11:33:17 AM116 S timer set to Wednesday, Aug 12, 2015 11:38 (5 minutes)
11:33:17 DOORS ADN WINDOWS. CONTACT (b) (6), (b) (7) NAME (b) (6), (b) (7)(C)
11:34:44 AM116 status changed to En Route
11:34:44 AM116 timer set to 5.0 minutes
11:35:28 AM133 status changed to Available
11:36:44 4 MEDICAL MUTAL AID RESOURCES ETA 20 MIN
11:38:16 CALL FROM AMR, GOT A CALL FROM SCENE, REQ. STRIKE TEAM OF
11:38:19 AMBULANCES.
11:39:04 KOOTENAI COUNTY DISPATCHED ADVISED
11:39:21 KOOTENAI HAS 3 AMBULANCES GETTIGN STARTED
11:40:04 FAIRCHILD ADV OF HAZMAT NEED
11:45:09 AM124 status changed to Available
11:46:57 PER SACRED HEART, ALL PT'S BEING INTUBATED
11:48:27 SHMC/DMC ADVSIED OF PIO ON SCENE
11:48:57 FC-HM assigned to 2015044431 with a status of Dispatched
11:49:02 FC-HM S timer set to Wednesday, Aug 12, 2015 11:53 (5 minutes)
11:49:07 FC-HM status changed to En Route
11:49:07 FC-HM timer set to 5.0 minutes
11:50:03 PER HAYWORTH, REQUESTING REHAB VEHICLE FROM DIST 8 OR 4
11:50:03 AM116 status changed to On Scene
11:50:03 AM116 timer set to 10.0 minutes
11:50:25 DIST 8 HAS REHAB TRUCK
11:51:03 V31 assigned to 2015044431 with a status of Dispatched
11:51:08 V31 status changed to En Route
11:51:09 V31 S timer set to Wednesday, Aug 12, 2015 11:56 (5 minutes)
11:51:08 V31 timer set to 5.0 minutes
11:51:58 THEY ARE GETTING MANNING FOR THE REHAB TRUCK AND WILL CALL
11:52:00 DISPATCH BACK
11:53:57 AVIS status changed to Available
11:57:49 AM116 status changed to Available
11:59:28 SPOT FORECAST SENT TO S2 EMAIL
12:02:20 V13 assigned to 2015044431 with a status of Dispatched
12:02:26 V13 S timer set to Wednesday, Aug 12, 2015 12:07 (5 minutes)
12:03:08 V13 ADDED PER V3
12:03:42 LOCUTION GOOD AT STATION(S): V8B
12:04:41 FC-HM status changed to On Scene
12:04:41 FC-HM timer set to 10.0 minutes
12:05:14 V31 status changed to On Scene
12:05:14 V31 timer set to 10.0 minutes
12:10:46 CHEMICAL IS ARSENIC TRICHLORIDE
12:15:40 FAIRCHILD SETTING UP DECON AT COOKE/SPRINGFIELD
12:16:02 DIST 8 REHAB STILL NOT STAFFED, CONTACTING DIST 4

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12:19:46 124 1 PT SHMC [LS]
12:19:47 116 2 PT DEACONESS [LS]
12:21:07 SU49 assigned to 2015044431 with a status of Dispatched
12:21:11 LOCUTION GOOD AT STATION(S): 49
12:21:13 SU49 S timer set to Wednesday, Aug 12, 2015 12:26 (5 minutes)
12:24:01 SU49 status changed to En Route
12:24:01 SU49 timer set to 5.0 minutes
12:24:38 V13 status changed to En Route
12:24:38 V13 timer set to 5.0 minutes
12:38:03 Linked to Fire Incident 2015044442
12:39:15 BLDGS ON SOUTH SIDE RALPH TO REGAL
12:39:21 CP NOW AT RALPH AND TRET
12:39:34 **NOW AT RALPH AND TRENT***
12:40:11 BLDGS ON SOUTH SIDE HAVE BEEN EVAC'D
12:40:19 CALL FROM 911 REPORT OF A FEMALE AT 3200 E TRENT STATING THAT
12:40:28 ***CP IS ON SOUTH SIDE OF STREET**
12:40:31 HER BUILDING WAS NOT TOLD TO EVAC AND PEOPLE INSIDE HAD
12:40:37 HEADACHES, COMMAND ADVISED
12:40:58 PACIFIC COMMAND
12:41:13 COMMAND POST RALPH AND TRENT
12:48:06 WILL BE USING WATER FOR DECON AND RE-EVAL IF NEEDED
12:55:04 REQ ADD'L CHIEF TO NELSON DIVISION, PAGE SENT
12:59:24 V13 status changed to On Scene
12:59:24 V13 timer set to 10.0 minutes
13:03:33 V6 WILL BE THE CHIEF FOR NELSON DIVISION
13:10:25 SU49 status changed to On Scene
13:10:25 SU49 timer set to 10.0 minutes
13:11:34 V6 assigned to 2015044431 with a status of Dispatched
13:11:39 V6 S timer set to Wednesday, Aug 12, 2015 13:16 (5 minutes)
13:11:39 V6 status changed to En Route
13:11:39 V6 timer set to 5.0 minutes
13:11:45 SE8 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:46 SL2 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:46 SE2 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:47 SE7 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:47 S21 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:48 S20 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:48 SR9 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:48 E81 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:49 AMR20 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:49 SE13 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:50 SE1 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:50 SMSO3 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:51 S2 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:52 S31 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:53 V22 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:55 AM147 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:11:55 SHM1 U timer reset to Wednesday, Aug 12, 2015 13:21 (10 minutes)
13:12:00 FC-HM U timer reset to Wednesday, Aug 12, 2015 13:22 (10 minutes)
13:12:01 V31 U timer reset to Wednesday, Aug 12, 2015 13:22 (10 minutes)

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13:12:03 V13 U timer reset to Wednesday, Aug 12, 2015 13:22 (10 minutes)
13:12:09 V6 U timer reset to Wednesday, Aug 12, 2015 13:17 (5 minutes)
13:12:10 SU49 U timer reset to Wednesday, Aug 12, 2015 13:22 (10 minutes)
13:14:45 SE13 status changed to Available
13:29:01 V13 status changed to Available
13:35:52 V13 assigned to 2015044431 with a status of Dispatched
13:35:58 V13 S timer set to Wednesday, Aug 12, 2015 13:40 (5 minutes)
14:05:53 2 WALK UPS FOR DECON
14:18:34 V13 status changed to En Route
14:18:34 V13 timer set to 5.0 minutes
14:51:21 VR8 assigned to 2015044431 with a status of Dispatched
14:51:25 VR8 S timer set to Wednesday, Aug 12, 2015 14:56 (5 minutes)
14:51:26 LOCUTION GOOD AT STATION(S): V8A
14:53:27 VR8 status changed to En Route
14:53:27 VR8 timer set to 5.0 minutes
14:56:17 V31 status changed to Available
15:38:06 HAZMAT STILL IN MITIGATION, ETA 3 HOURS
15:38:11 WEST DIVISION DROPPED
15:38:16 1 DIVISION UNDER S23
15:38:23 FC CLEARING BLDGS NELSON DIVISION
15:38:52 DOE AND UP WORKING ON LONG TERM PLAN
15:47:35 VR8 status changed to On Scene
15:47:38 V6 status changed to On Scene
15:47:35 VR8 timer set to 10.0 minutes
15:47:38 V6 timer set to 10.0 minutes
15:48:05 PER PD BIKES ARE GOING PAST BARRICADES AT MISSION/GREENE
15:55:42 V22 status changed to Available
15:58:24 E81 status changed to Available
15:59:46 V13 status changed to On Scene
15:59:46 V13 timer set to 10.0 minutes
16:14:12 INCIDENT STABILIZED 1615
16:45:10 VR8 status changed to Available
16:49:34 SE8 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:35 SE2 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:36 SL2 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:36 SE7 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:37 S21 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:37 SR9 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:37 S20 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:38 AMR20 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:38 SE1 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:39 SMSO3 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:39 S2 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:41 S31 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:42 AM147 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:43 SHM1 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:47 FC-HM U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:48 SU49 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:55 V6 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)
16:49:55 V13 U timer reset to Wednesday, Aug 12, 2015 17:49 (60 minutes)

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16:54:00 AMR20 status changed to Available
17:20:10 UNION PACIFIC CAN OPEN THE TRACKS
17:25:37 SE7 status changed to Available
17:36:45 SE2 status changed to Available
17:54:19 AM104 assigned to 2015044431 with a status of Dispatched
17:54:19 Ambulance unit AM104 assigned to call [AMR]
17:54:20 AM104 S timer set to Wednesday, Aug 12, 2015 17:59 (5 minutes)
17:54:28 AM104 status changed to En Route
17:54:28 AM104 timer set to 5.0 minutes
17:59:50 SU49 status changed to Available
18:02:28 AM104 status changed to On Scene
18:02:28 AM104 timer set to 10.0 minutes
18:12:52 Tac Channel changed from F OPS15 - Fire Operations 15 to F OPS14 - Fire Operations 14
18:18:10 AM147 status changed to Available
18:20:18 S21 status changed to Available out of Station
18:20:18 S21 timer set to 30.0 minutes
18:27:48 FC-HM status changed to Available
18:27:48 V6 status changed to Available
18:27:48 V13 status changed to Available
18:28:00 SMSO3 status changed to Available
18:28:14 SL2 status changed to Available
18:31:28 SE17 assigned to 2015044431 with a status of Dispatched
18:31:32 SE17 S timer set to Wednesday, Aug 12, 2015 18:36 (5 minutes)
18:31:45 S31 status changed to Available
18:36:34 S2 status changed to Available
18:38:46 SE17 status changed to En Route
18:38:46 SE17 timer set to 5.0 minutes
18:39:41 SE17 status changed to Available out of Station
18:39:41 SE17 timer set to 30.0 minutes
18:50:04 SE17 assigned to 2015044431 with a status of Dispatched
18:50:07 SE17 status changed to En Route
18:50:09 SE17 S timer set to Wednesday, Aug 12, 2015 18:55 (5 minutes)
18:50:07 SE17 timer set to 5.0 minutes
18:59:26 AM104 status changed to Available
19:03:27 SE17 status changed to On Scene
19:03:27 SE17 timer set to 10.0 minutes
19:18:26 SE8 status changed to Available
19:30:40 SE17 now In Command
19:30:40 SE17 timer set to 10.0 minutes
19:31:06 S20 status changed to Available out of Station
19:31:06 S20 timer set to 30.0 minutes
23:23:39 SE1 status changed to Available
23:24:39 SHM1 status changed to Available
23:25:15 PROPERTY TO CLEAN UP CREW
23:26:07 BARRICADES STILL NEED TO BE PICKED UP, PD ADV
23:26:12 SE17 status changed to Available out of Station
23:26:12 SE17 timer set to 30.0 minutes
23:26:48 SR9 status changed to Available
23:27:03 Fire Incident 2015044431 completed

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Person / Entity Involved

Contact Type (b) (6), (b) (7)(C)

Business Name Pacific Steel and Recycle

Person Name (b) (6), (b) (7)(C)

Phone 4067918509

Address 5 River Drive So.

City / State / Zip Great Falls, MT Montana 59403

Attendees

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

Apparatus Responding (Note: ME1/ME2 are not actual apparatus - used by CAD for dispatching only)

Apparatus S2

Dispatch Time/Date 08/12/2015 10:03:13

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:03:28

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:07:02

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

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Available Time/Date 08/12/2015 18:36:34

Apparatus Remarks

09/07/2015 09:07:20 User: 1160

Incident #2015044431

C- (b) (6), (b) (7)(C), Assistant Chief, S-2

O- After being notified of an evolving hazardous materials incident located near Ralph/Trent, I contacted the CCC and added myself to the call. I began responding to the incident from Station 1. While en route, there was radio traffic indicating that Engine 8 was on-scene of an upgraded 40I and reported the presence of multiple patients that were suffering breathing problems. The initial dispatch notes available on the MDC suggested a strong odor of ammonia was causing eye irritation. I arrived on the scene from above the incident on Trent and was able to view Engine 8 working with a number of civilians. Based on the weather condition and number of fire apparatus still responding, I decided to approach the scene from the north on Ralph and establish a formal incident command post at the intersection of Boone and Greene.

Early Operations (201)

I established a formal incident command post (ICP) and requested Spokane Police for an immediate unified IC through the Communications Center (CCC). Additionally, I contacted the CCC and ordered the nearby railroad tracks to be shut down from any railway traffic and received confirmation that the railway companies had obeyed. I instituted the following initial overall strategic goals for the incident: protect the lives of emergency response personnel and citizens through coordinated Fire/EMS/HazMat tactics and adherence to the risk management plan; protect the environment; support the business by restoring municipal services and a safe environment for occupancy.

I initially established two primary branches to support the implantation of the plan. Chief (b) (6), (b) (7)(C) (BC20) was assigned as the Hazardous Materials Branch Director (HazMat). Resources to the HazMat Branch included the Spokane Fire Department HazMat Team, basic life support (BLS) and advanced life support companies (ALS) companies for decontamination support and the Fairchild HazMat Team. Additional overhead/leadership was added to support the HazMat Branch from external agencies and group supervisor positions were filled from within the SFD HazMat Team and based on need and specialty.

Due to the early realization that multiple civilians had come in contact with what was believed to be an unknown irritant, a Medical Branch was established and Chief (b) (6), (b) (7)(C) (BC21) was assigned as the Medical Branch Director. Resources added to the Medical Branch included multiple strike teams of ALS ambulances with accompanied leadership including group supervisors for: Triage Treatment, Communication and Transport. The WaTrac System was activated from the ICP and the Transport Group Supervisor contacted the DMCC via cell phone for destination determinations.

Communication Plan (205)

A communication plan was created to support the rapidly growing incident. The 800MHz network was primarily utilized for all on-scene communication and reinforced with cell phones for external communication. The following network talkgroups were utilized: SR Ops 12 Command, Hazmat Branch SR Ops 14, and Medical Branch SR Ops 15.

Expanded Incident

As the incident progressed, I became increasingly confident that the report of the chemical's release was credible. I ordered a spot weather forecast from the NWS through the CCC and upgraded the incident to further add personnel and support resources such as formal rehab vehicles and additional nutrition. Spokane Police Lieutenant (b) (6), (b) (7)(C) arrived later in the incident and joined in unified command. We agreed to add an additional Branch for evacuation and that Law resources would staff the branch with the objective of evacuating within a four-block area of the incident's cold zone as precaution. The LOFR also facilitated a message transmitted through Alert Spokane for notification and level 2 evacuation information for a greater area as determined by 911. During the development of the traffic and evacuation plan, two males approached the ICP in a City of Spokane van and advised that up to 50 civilians were working at 915 North Nelson and were complaining of symptoms (difficulty breathing and throat irritation) from the chemical's release. The two men were given directions to the HazMat Branch and sent to them immediately for decon. Due to the physical distance to 915 N Nelson from the ICP and on-scene resources, I assigned Chief (b) (6), (b) (7)(C) (BC23) with a second alarm medical assignment to the location to recon the situation and report back findings. The CCC created incident #2015044442 to dispatch resources. Upon his arrival, he was immediately met with multiple patients and requested a need for additional overhead, HazMat and Medical support. I made the geographic area of the 900 Block of North Nelson as a Division with Chief (b) (6), (b) (7)(C) as the DIVS. I added SR Ops 11 to the communication plan for Nelson Division and briefed both Branch Directors of the growing complexity and needs.

Incident's Leadership

As the incident grew in complexity, the Command and General Staff functions (C&G) were expanded to include a formal

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Incident Safety Officer (ISO), Public Information Officer (PIO), Liaison Officer (LOFR) and Planning Section Chief (PSC). A request for Logistics and Finance Section Chiefs were made through the CCC, however the positions remained unfilled throughout the incident due to a lack of availability. The Department of Emergency Management's Mobile Command Vehicle was brought to the scene with staffing and a formal command post was established in the cold zone on Trent south of the incident.

Key IC Decisions

- I gave direction to the HazMat Branch Director that no exposed employee would be transported by ambulance without decontamination. The Branch Director would select the appropriate decon based on the Team, however I was clear that none of the patients could be transported by AMR without being completely decontaminated regardless of criticality.
- The first arriving company officer had established a visual exclusion zone that utilized the fencing as the break between warm and cold. This initial decision proved to be very valuable and set the stage for mandatory decon of all exposed employees, SFD personnel and equipment. All operations personnel were briefed by their leadership of exclusionary zones, PPE requirements and communication plan.
- I confirmed and agreed to a formal Site Safety Plan (SSP) developed by the HazMat and Branch Director. With my signature the work site practices, PPE and other health and safety directives were put in place for all assigned personnel. Furthermore, the recovery of PPE and cleaning of all PPE used was managed by the HazMat Team and Department Health and Safety Officer.
- The HazMat Branch director reported early in the incident that the employees from the company described a yellow-green release of a substance during their recycling process and an immediate inhalation irritation. That report was substantiated by other reports coming into the CCC and the ICP. Moreover, there were no signs or measurable agent when the first engine arrived or when the Team was assembled and monitoring. The Branch Director reported that the HazMat Team's most likely scenario based on intelligence from a manufacturer that was on-site was that the irritant was Arsenic Trichloride. Initial notification and evacuation distances were determined based on the HazMat Team's research, weather predictions and (lack of) findings.
- The HazMat Team found measurable readings of the product Chlorine on victim's clothing. That information, plus a cell phone photo of the release, resulted in the HazMat Branch Director confidently determining the released agent as Chlorine.
- Reports of additional exposed citizens began coming in through walk-ups at the ICP. A second alarm response with overhead was sent to the address. I decided to add the incident under the existing structure to allow for shared resources, information and leadership. The DIVS requested additional external specialty resources such as mutual aid ambulances, air supply, decon and hazardous materials specialists to assist in the growing need of the incident. Those resources were immediately sent and resource priority changed from the original site to the Nelson Division after all patients were decontaminated and transported from Ralph Street.
- Local hospitals would have been easily overwhelmed if we had transported all civilians in the area that may have been exposed to the Chlorine, or even remotely felt any irritation from the ambient air during what came to be understood later as a chlorine release. I directed personnel in the Medical Branch and Nelson Division to utilize the tactic of having Paramedics evaluate any civilian in the area with concerns and to provide medical surveillance until the product was determined and a definitive plan for long-term treatment (if warranted) could be developed. Following established triage principles/protocol and medical direction, only civilians with complaints and desire for transportation by ambulance would receive transportation by ambulance. Paramedic and overhead resources were added to the Division and Branches to treat any condition on-scene and consult with medical control if a destination decision was warranted.
- I was contacted directly by cell phone from (b) (6), (b) (7)(C) (b) (6), (b) (7) of Holy Family) reporting that walk-up patients were arriving at the Holy Family Hospital. (b) (6) was inquiring whether their staff should activate their plans and emergency decon equipment that was stored outside their facility. In consultation with the (b) (6), (b) (7) I contacted Chief (b) (6), (b) (7) and sent a SFD Engine from the system to assist Holy Family in developing a decontamination system and remain at the emergency department to assist them until their need was complete. No other Emergency Department's contacted either myself or the CCC with a similar request.
- Communication through the Medical Branch to hospitals regarding the product was challenging. I did make contact by cell phone with the Chief Fellow/Resident for Toxicology at Harborview Medical Center that was assisting local hospitals and convey the situation in depth when the intelligence suggested an unknown product, then Arsenic Trichloride, and lastly Chlorine. Communicating the changing situation while the incident was extremely dynamic was a challenge.
- A formal Press Release was created and facilitated by the PIO and Communication Director (b) (6), (b) (7)(C) The company's CEO, City of Spokane Mayor, SPD and myself were interviewed and provided a transparent explanation of the past and current events.

Formal Notifications made by the IC

I made formal notifications to the Department of Ecology, Union Pacific and BNSF, Spokane Department of Emergency Management, SPD, Alert Spokane, NWS Spot Weather and Spokane County Area Coordinator.

Final Incident Package

All assigned personnel were accounted for throughout the incident and successfully accomplished the tasks necessary to

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complete the incident objectives. There were no injuries or exposures of emergency personnel reported during the event or at the time of the report. While a formal IAP was developed by the PSC, the incident objectives remained dynamic based on a number of impromptu short-term needs. I transferred Command with a formal briefing to Chief (b) (6), (b) (7)(C) and left the scene with only a small number of SFD resources remaining on scene. The business remained closed and under fire watch with a SFD fire company on-site. I completed my assignment by briefing the media on site and returned to service without incident. The final package should include a locked FDM report, IAP and Site Safety Plan.

Apparatus S20

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 09:59:40

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:08:00

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 19:31:06

Apparatus Remarks

08/28/2015 19:37:32 User: 0862

C: S20: C (b) (6), (b) (7)(C)

O: I was upstairs in the administrative offices at Fire Station 1 when this call came in. I received a digital page on my pager. Before leaving the station I called Dispatch to inquire about the specific nature of the call. Dispatch informed me that E8 had been sent on a "still" at Pacific Steel; they now had patients and were requesting a full Haz Mat response. I requested that Dispatch attempt to contact E1, who was training up at Northtown, and place them into the call. (E1's crew members would be needed for the Haz Mat Team.)

Once en-route, I received a radio report from E8. I could tell that the E8 officer was using his SCBA and requested that he work to establish a Hot Zone at the site. As I was turning off Trent onto Ralph, Spokane 2 assumed Command and assigned me the Haz Mat Group. (When Lt. (b) (6), (b) (7)(C) from E1 arrived, he would assume Haz Mat Group and I would move into the Haz Mat Branch position.) I came into the incident from the East facility entrance, and I could see 3 SFD apparatus inside the gated facility. E8 about 250' from the center of what appeared to be a large metal scrap pile, and L2 with E2 several hundred feet farther back toward the facility entrance. I staged my vehicle parallel with the rear of E2.

A: I assumed Haz Mat Group as assigned by Command. I started my size up of the situation and the beginning of an ongoing risk analysis. From my position I could see the East end of a large metal scrap pile. There were no visible or audible indicators of a release from my vantage point. I stepped out of my vehicle to check the prevailing wind. It was coming out of the SE-E roughly 5mph, across my back towards the pile. The outside temperature was approaching 100 degrees. Several Pacific Steel workers came up to me. They informed me that a barrel in the middle of the scrap pile had broken, releasing a cloud of dust or gas, and then the dust had settled. We were receiving mixed reports from workers. Some of them stated that they noticed a smell similar to Ammonia or Chlorine. The barrel's approximate location was between the two yellow backhoes. Workers around the barrel were having trouble breathing. I was informed that the Pacific Steel facility had a chain link fence around its entire perimeter. Command assigned me the following resources, E8, L2, E2, Station 1 and E7 (Shared with Medical).

I instituted the following strategic priorities for Haz Mat in this incident:

1. Begin an on-going size up of the incident.
2. Start securing a Hot Zone around the reported site.
3. Provide for civilian and emergency worker safety.
4. Work with the Haz Mat Team to determine what product/chemical we were dealing with.
5. Provide input and advice to Command and Medical as we acquired new information.
6. Assist in the development of an Incident Action Plan for the incident.

In support of the priorities I implemented the following assignments and actions:

- Establish an initial Hot Zone and deny entry. A hot zone of 250 feet plus was initially established. E8 (Lt. (b) (6), (b) (7)(C)) stated that his engine was a good 250 feet from the center of the pile where the leak was reported to have occurred. We established the edge of the pile and the yard road associated with Engine 8 as the initial hot zone perimeter. (Once the patients and workers were moved out of the Hot Zone and into Decon, the hot zone was brought back to the rear of L2, giving

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us a total closer to 400 feet.) The outer perimeter of the Warm Zone was established at Engine 2. In addition, the facility fence helped us keep people away from the area. The property was clear several hundred yards to the West where it intersected Nelson. North of the facility we had at least another hundred yards of railroad tracks. On the Southern property border, outside the fence, a hill rose approximately 30 feet in elevation where it met a wide dirt road (E. Syndicate). The dirt road bordered the back storage yards associated with businesses on Trent.

- E8 and Station 2 personnel were directed to move all Pacific Steel personnel out of the hot zone to the East where they could be decontaminated and transitioned into Medical. A priority was to work towards positioning everyone upwind of the barrel (release site) as soon as possible. These crews reported to me that they initially had 5 patients, 2 with E8 and 3 with Station 2, one that was being carried.

- I directed a Gross Decon be performed on the patients in the worst medical condition and that a decontamination Corridor be used for everyone else. I confirmed with MSO Loncon from the Medical Group that everyone would go through a decon before being transported. (Still not knowing what the patients had been exposed to I did not want to expose/contaminate ambulance or emergency room workers.) Any new potential patients were directed to be decontaminated before being transferred into Medical.

- Haz Mat Research was assigned to interview and gather information in an attempt to identify what we were dealing with.

- Command assigned the following tactical channels which I attempted to monitor throughout the incident: Command 12, Hazmat 14, Medical 15, and eventually channel 11 to Nelson Div. when it was established. Cell phones were used a great deal for additional communication throughout the incident.

- I confirmed with Captain (b) (6) (r (L2) and Lt. (b) (6) (HM) that all Pacific Steel personnel had been accounted for. I spoke with all of my officers and Lt. (b) (6) (The Hazmat Group Supervisor) in an attempt to gather information on the product. No one at Pacific Steel had any idea what we were dealing with. We had numerous reports that they had a "barrel / drum" in the "crushing / shearing" area of the scrap pile that released a dust or gas cloud, possibly, a light yellow color. The cloud was reported to have settled or dissipated. Workers having respiratory difficulties were working directly in the pile on machinery or near the crusher. There were no reported markings on the barrel.

Lt. (b) (6) stated that we needed additional hazmat personnel, and requested a general call back for entry operations and that they were in the process of calling and bringing in off duty personnel. He also informed me that he had already called and notified the Fairchild Air Force Base Hazmat Team of our situation. Command informed me that he had notified the railroad and that rail traffic was stopped. In addition, he stated that he notified the Dept. of Ecology and they were en-route.

All fire personnel that had been inside the Hot Zone were directed to be decontaminated and their PPE separated and secured on site.

Command informed me that they were now receiving reports that there were civilians in some of the buildings at 900 N Nelson St. that were complaining of irritation or potential symptoms. Command was in the process of establishing a Nelson Division and setting up for potential additional patients. I informed him that our equipment was spread out, apparatus were blocked in and that the entire Hazmat Team was fully engaged. Rehabilitation of crews was also vital to crew safety due to the 100 degree heat. (It would be very difficult to try to relocate to a new location.) He stated that he would contact Fairchild for resource assistance. I contacted S23 (Chief (b) (6), (6)) letting him know of our situation and limited resources for technical decontamination help. If he had immediate needs for medical transport, he should provide a gross decontamination first. Medical briefed me about the 8 patients that had been transported from our location. Their medical conditions had worsened and some of them were now classified by the hospital as critical. Still not knowing what we were dealing with and having reports of walk in patients, I asked Command to work with SPD towards expanding the exclusion zone, up to 4 blocks in all directions if possible.

Lt. (b) (6) informed me again, that he had personally called Fairchild AFB and had briefed them. Lt. (b) (6) reported that the SFD monitors had been started and were not picking up any abnormal readings in the HM staging area. Lt. (b) (6) was still waiting for Hazmat personnel to arrive so they could shift to an on-site Recon, moving toward offensive operations for stabilization.

Lt. (b) (6) also connected me with (b) (6), (6) (7), Research Officer, (SFD Haz Mat) who was working on product identification. Research back-tracked the scrap metal deliveries arriving at Pacific Steel. One potential site source was an old location, possibly owned by Oxarc. (b) (6), (6) informed us that they may have had an old "drum" that was filled with soda and acetylene. Upon further investigation, it was speculated that the "drum" may have been used years ago in the purification or refinement of acetylene. During the research on refinement of acetylene they came across a chemical, Arsenic Trichloride.

HM Research provided me with a Cameo Data Sheet on the potential chemical, Arsenic Trichloride. According to the data sheets, some of its characteristics include a colorless to yellow oily fuming liquid, that when coming in contact with iron metals, or aluminum emits highly toxic fumes. Affects to patients can manifest within 30 minutes of exposure, but may be delayed for several hours. Symptoms are similar to those manifested by the transported patients. Vapors are heavier than air and their characteristic were consistent with why the "cloud" seemed to disappear.

I immediately contacted Command about the potential chemical. I informed him that we had not positively identified this chemical and that it was only a calculated guess based on detective work, and the witnessed similarities in the chemical's physical properties. Copies of the data sheets were sent to Command, Medical and Nelson Division. (It was requested through Medical to see if the hospitals could test the patient's blood work for arsenic.) I also requested a STA bus for Rehab. With the patients at our location transported and new input from hospitals and HM Research, I requested a "Spot Weather Forecast" through Command. (Command reported to me that the forecast was one of: Max Temp 102, with winds out of the

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E-SE 4-6mph becoming NE-E after 13:00. Potential for isolated thunderstorms in late afternoon.) With a potential for wind shifts I asked Incident Safety, (Lt (b) (6), (b) (7)(C)) if he could give us a recon from the top of the hill on Syndicate. Using binoculars he was to look for a 2 X 6' grey cylinder.

Continuing with our priorities, the Haz Mat Team prepped for making entry into the "Hot Zone". The Site Safety Plan was reviewed, and the Team briefed covering safety concerns and objectives for the entry. The Haz Mat Entry Team consisted of 4 members, including 2 FAFB members. The 4 person entry team was chosen to deal with safety concerns, the complexity of what we were dealing with, and the enhanced monitoring capability of the Air Force personnel.

I was contacted about the people being protected in place in Nelson Division. There was some discussion about releasing them to go home. I shared, that I felt they should be contained in a safe location for a while, to make sure none started showing signs or symptoms of altered health. The Cameo Data Sheets for Arsenic Chloride stated that, "Effects usually appear within 30 minutes of exposure, but may be delayed for several hours." (We were watching our own personnel from E8, L2 and E2 who had been moved to Rehab.) I also shared that we hoped to make entry shortly, and if we found out we were dealing with some other product letting them go would delay required care.

A team briefing was conducted after the Hazmat Team's entry. Lt (b) (6), (b) (7)(C) informed me that the Entry Team located a cylinder in the hopper area. None of the monitoring equipment picked up or delivered abnormal readings. After the team briefing, Lt (b) (6), (b) (7)(C) and I met with representatives from Pacific Steel and provided them with the intelligence gathered and actions taken to this point. We also briefed Command and Mayor Condon. Hazmat was informing us that Chlorine was more than likely the actual chemical we were dealing with. If we could get a positive ID for Chlorine and confirm that we had no additional leakage, we would be close to a point where we could safely transfer the site over to a clean up company that Pacific Steel had acquired. Hazmat had already made contact with a (b) (6), (b) (7)(C) a representative for the company Clean Harbor, Pacific Steel's cleanup contractor.

SFD and Fairchild Hazmat were working together on the next steps in the action plan. Lt (b) (6), (b) (7)(C) informed me that at the suggestion of Captain (b) (6), (b) (7)(C), (Fairchild) they were going to test personal items that had been secured and overpacked from the patients at the beginning of the incident for Chlorine. The monitoring for Chlorine on the personal belongings was positive on a TIF halogenated gas monitor and a 4 gas monitor with a Chlorine sensor. Command was notified of such, and that Hazmat felt comfortable in moving in the direction of transferring the scene over to Clean Harbor. An additional entry was made to monitor the fire apparatus in the Hot Zone and to establish a second set of readings around the hopper and cylinder. Haz Mat (Lt (b) (6), (b) (7)(C)) reported to me that the second Entry Team's monitoring detected no positive readings.

Nelson Division had previously been transferred to Chief (b) (6), (b) (7)(C) from Chief (b) (6), (b) (7)(C). Chief (b) (6), (b) (7)(C) informed me that he wanted to ventilate structures within his division. Two members from the Hazmat Team were sent with monitors to assist Chief (b) (6), (b) (7)(C). They worked with Chief (b) (6), (b) (7)(C) until the ventilation was complete.

The standing down and demobilization of resources was coordinated through the Hazmat Team. Lt (b) (6), (b) (7)(C) worked with (b) (6), (b) (7)(C) of Clean Harbor, to facilitate the transfer of the Pacific Steel site to Clean Harbor. E17 was brought in to watch the Pacific Steel site until the transfer process was complete (approximately 22:30 hours).

All of the Fire PPE used by E8 and Station 2's entry crews was placed out of service and taken to the Training Center for thorough secondary cleaning and inspection.

Apparatus S21

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:00:28

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:07:43

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 18:20:18

Apparatus Remarks

08/18/2015 20:09:29 User: 1010

08/12/2015 1114 N. Ralph Street

Hazardous Materials Release

S21 arrived on scene simultaneously with S20 and S2.

S2 assumed "Ralph street command" - S20 was assigned to "Haz-Mat Group" on radio channel Ops 14 and S21 to "Medical Branch" on radio channel Ops 15.

As the Medical branch director I assigned SE7 and later SE81 to report to rear of Engine 2 in preparation for treatment of victims as they were removed from the scene. I advised Capt. (b) (6), (b) (7)(C) to attach a nozzle to the side of engine 2 or to

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utilize some effective and rapid means to permit decontamination before patients were loaded into awaiting AMR units. MSO 3 reported on scene and I assigned him as the Treatment/Triage Officer to assist SE7/81. When my first AMR unit arrived on scene (Brady on AMR 148) he was assigned as Transport Officer. I radioed Command and requested additional ambulances and an AMR 20 Supervisor to liaison with Treatment & Transport. His function would be to communicate with hospitals for the efficient treatment and appropriate transport of patients that were already deconned by the Haz Mat group. The Haz-Mat group was rapidly deploying a portable decontamination shower and was establishing a decontamination corridor just in front of SE2, as the patients exited the decon corridor they would be received by treatment and then shifted to appropriate transport. Throughout the incident we were operating with little information as to the true identity of the substance that the patients had been exposed to. It was decided in consultation with Haz Mat that the most appropriate course of action was thorough wet decontamination with soap and water prior to transport. Initially the substance was believed to be Arsenic Trichloride and later samples taken of victims clothing, physical evidence and photos lead team to identify substance as Chlorine from a 1 ton pressurized cylinder. As the incident progressed we began to receive reports of exposure victims at locations to the south and west of Pacific Steel. Two separate Divisions were staffed with resources to process, decontaminate and transport possible victims. Ch. S23 Reding was at 915 W. Nelson "Nelson Division" located west of the initial scene. Chief (b) (6), (b) (7)(C) (V21) was assigned "West Division" one block to the west of Ch. (b) (6), (b) (7)(C) location. A second decontamination line was set up at "West Division". It was presumed that the release drifted with the wind to the west and south of the initial site which lead to 911 calls to report victims with respiratory irritation. Fairchild AFB responded to the "West Division" where a second decontamination corridor was set up for processing victims from the West and Nelson divisions. I requested SPD units from Command to clear bystanders from the south edge of the fence line where they were attempting to gain a better view of the immediate scene. SE7 was asked to tape off area with danger tape to exclude bystanders and media from crossing into warm zone. Following transport of 8 patients I responded to the south side of the incident and with assistance from MSO3 we ensured bystanders and occupants of businesses located between Ralph and Regal on Trent Ave. (adjacent to Pacific Steel) had safely evacuated. Most of the businesses had evacuated and posted signs stating such. Sweet Ole Bobs restaurant was the only location still occupied and rapidly evacuated after advised to do so. At this time Haz-Mat had determined it prudent to extend to exclusion zone southward to Trent Ave. The IC repositioned his Command vehicle and requested the county mobile command post to the south side of the intersection at Ralph and Trent. During our evacuation of the neighboring businesses two gentlemen from Kodiak roofing arrived at the Command Post located now at Trent and Ralph and stated that they were performing roofing work on a building just to the south of Pacific Steel at the time of product release and suffered some exposure to the substance. Both complained of upper respiratory congestion and scratchy throats. I had them utilize their own vehicle (that they had arrived in) to follow me to the second decontamination area set up by Fairchild Haz-Mat located in the "West Division" at the new Fleet maintenance area. These 2 patients were decontaminated and transported to Valley General under the guise of West Division - Valley Chief 21 (b) (6), (b) (7)(C)). As the incident began to move into the investigation phase at Pacific Steel, I repositioned to the Nelson Division and assumed command from Ch. (b) (6), (b) (7)(C). There were three buildings of concern where several victims had been evaluated. At this time the buildings had been evacuated and were in need of Haz-Mat monitoring for any residue or vapor. I utilized the crews on scene to fully open and ventilate the buildings and (b) (6), (b) (7)(C) and (b) (6), (b) (7)(C) (Haz-Mat #1) responded to this location with monitoring equipment to ensure there was no concern of vapor hazards. All buildings were well ventilated and no readings were noted by (b) (6), (b) (7)(C) with their equipment. The buildings were then secured and this was reported to Incident Command. Given all victims were addressed and the 3 buildings cleared I demobilized the West and Nelson Divisions and returned those units and then reported to the original scene to assist with rehab of Haz mat crews. It was decided that I would return to service (approx 1845 hours) to provide City coverage while leaving S20 and S2 at the scene during the investigation phase. S21 BC (b) (6), (b) (7)(C).

08/27/2015 07:59:15 User: 0862

C

Apparatus S31

Dispatch Time/Date 08/12/2015 10:29:09

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:29:18

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:52:29

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

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Available Time/Date 08/12/2015 18:31:45

Apparatus Remarks

08/13/2015 07:13:20 User: 1075

C: S31 Dodson

O: Hazmat team on scene

A: Assigned to Haz Mat See Individual notes

08/13/2015 08:09:30 User: 1075

Dodson

was assigned to Haz Mat on Arrival. HaZ Mat Group Supervisor requested that I do research on the origin and travel of the tank in question.

I met with the workers from Pacific Steel and found out that the tank was believed to be carrying acetylene and Baking soda and it may have originated from "the plant" on market. Knowing that OxArc was connected with the plant I asked for technical assistance and that (b) (6), (b) (7) come to the site.

also had information that (b) (6), (b) (7) was the one who had contracted the removal.

I made contact the Driver that brought the tank to the facility and discovered it was picked up on Regal but not recall the address. He described the cylinder as 2ft X 6 ft cylinder that was a lot like a lawn roller it had bolts on one end and a fill nipple on the other. There were no markings and it was gray in color.

I spoke with Kyle at Pacific and he was able to provide the address

All information continued to relate the material to a product used in the purification or manufacture of acetylene.

(b) (6), (b) (7) and I continued to research the process and found a filtration process using Arsenic Trichloride We were unable to locate any other process.

I was able to get a picture of the plume that had been taken by a worker that was on site at the time of the rupture.

I spoke with (b) (6), (b) (7) from AMR and he worked with the hospital to get blood work started to rule out Arsenic.

I was able to contact (b) (6), (b) (7) in Noris Montana and he stated that he had acquired the cylinder over 25 years ago and it had been in his yard every since., He also believed it to be used in the use and or process of improving the acetylene.

At 3:45 pm I was in the Pacific Office and met with (b) (6), (b) (7) on of the individuals that was on site at the time of the incident. He was just returning from the hospital he still had a bit of chest/lung issues but was doing better. He confirmed it was a gas and not a powder. He stated there were no particles in the air but a gas you could see through. He did not recall an odor.

Ron reported the main problem the victims were have was edema.

Picked up ITX from St. 9 for final check

Assisted with breakdown

Assisted with rehab, brought water and cooling fan from training.

Apparatus SE1

Dispatch Time/Date 08/12/2015 09:59:01

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:12:34

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:28:14

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

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Available Time/Date 08/12/2015 23:23:39

Apparatus Remarks

09/10/2015 07:59:43 User: 1033

C: SE1D (b) (6), HAZMAT GROUP SUPERVISOR

NOTE: ON 9/10/2015 I ADJUSTED THE TOTAL RELEASE TO APPROXIMATELY 10 GALLONS. BASED ON COVERSACTIONS WITH EXPERTS FROM FAFB AND OTHER MEMBERS OF THE HAZMAT TEAM WE ADJUSTED THE TOTAL RELEASE TO APPROXIMATELY 10 GALLONS. THERE IS NO WAY TO ACCURATELY QUANTIFY THE TOTAL RELEASE HOWEVER, BASED ON THE PICTURE THAT WAS PRODUCED AND THE LACK OF ANY RESIDUAL CLOUD UPON FIRST RESPONDER ARRIVAL, A RELEASE OF 1400 LBS OF CHLORINE WOULD HAVE BEEN SUBSTANTIALLY GREATER THAN WHAT WAS WITNESSED.

THIS AMMENDMENT WAS CREATED UNDER BATTALION CHIEF (b) (6), (b) (7)(C) ACCOUNT

Apparatus SE2

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 09:59:18

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:05:41

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 17:36:45

Apparatus Remarks

08/24/2015 19:35:51 User: 0941

C: SE2, (b) (6), (b) (7)(C)

O: E2 arrived on scene to assist E8 who had been dispatched to an unknown haz mat leak. Upon arrival, E8 assigned my crew along with L2 to assist in the medical evacuation of three patients affected by an unknown gas exposure. Upon a distance assessment, and no obvious gas cloud or other indication of an ongoing leak, it was my opinion that all indications were negative.

A: I Assigned my two crew members to don all appropriate PPE including SCBA and make entry into hot zone to assist E8. I coordinated with captain (b) (6) from the warm zone to send in my two crew members along with his three crew members to make entry together. E2 and L2 members then entered and made contact with patients and assisted in the extraction of all three patients that had been in close proximity of the recent leak. Two of whom were ambulatory, and one non ambulatory who was carried in a stokes basket by crew members. As the patients were brought out of the hot zone, they were immediately taken into the warm zone where decon and medical stations had been established. It was obvious upon an initial assessment, that all three patients were suffering from respiratory difficulties. My crew then assisted with obtaining and supplying oxygen to all patients through the use of NRB masks. Then assisted patients to deacon station. After all patients had been through Decon and transferred into the Medical Group, my crew went though Decon themselves. myself and my crew assisted the Haz Mat team throughout the day with any request for assistance.

Apparatus SE7

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 09:59:53

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:05:46

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

08/12/2015 17:25:37

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Available Time/Date

Apparatus Remarks

08/12/2015 23:15:42 User: 0969

C: SE7D - (b) (6), (b) (7)(C)

O: Reported chemical spill at Pacific Steel, E8 reporting people with complaining of respiratory problems. On scene found no unusual odor or visible vapor. E7 was assigned to the Medical Group. Employees of Pacific Steel and nearby businesses began walking or being assisted to the treatment area by emergency personnel, coming from the west. One patient was carried to the treatment area by stokes litter due to weakness and difficulty breathing. Two others complained of difficulty breathing and appeared hypoxic. After completing gross decon on several patients, Hazmat team members set up a decon shower and put patients through an additional decon shower prior to transport from the scene. As HM Lookout, watched HM Entry locate the suspected source of the leak. There were no dangerous conditions or events observed.

A: Staged on (b) (6), one block south of the entry gate to Pacific Steel. Blocked traffic from the south using the apparatus and fire caution tape across the road. Reported to the east side of the main building and established an exclusion zone by running caution tape from the main building southward across the scrapyard entrance. Brought medical equipment and set up a treatment area just west of the caution tape. Consulted with AMR personnel and Transportation Officer Loncon regarding decon. Taking into consideration that the patients were reported to have contact with vapors only, with no dermal effects we decided to have the patients strip to underwear and get a quick decon by firehose. Deconned all patients who came to the treatment area using soapy water and warm water from a gated-down firehose. I directed personnel on scene to place patients' clothing and valuables in red biobags. As emergency personnel from L2, E2, and E8 began to exit the hot zone for the last time, E7 rinsed all of those crew's bunker gear and boots with water from a firehose. Used disinfecting wipes to clean equipment used in the treatment area and prepared it for reuse. Ensured that the main Pacific Steel building was vacated and put caution tape across all of the south and east entrances. After patients left the scene, FF (b) (6), (b) (7)(C) donned Level B PPE and gathered patients' bags of valuables and placed them into a salvage drum which was then sealed. Labelled the barrel as to the contents. FEO Harbin was assigned to the operation of E1's pump. FF (b) (6), (b) (7)(C) and I were assigned to HM Lookout and positioned on the hill south of the hot zone. Described Entry Team movements to Entry Team Leader as needed. After it was determined that the product was chlorine, assisted with cleanup of hazmat and fire equipment. Deconned fire boots and took E7's fire PPE to the fieldhouse and started a load in the extractor there.

Apparatus SE8

Dispatch Time/Date 08/12/2015 09:46:25

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 09:48:09

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 09:50:52

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 19:18:26

Apparatus Remarks

08/13/2015 07:30:54 User: 1072

C: SE8, (b) (6), (b) (7)(C)

O&A: SE8 WAS DISPATCHED FOR A 40I HAZMAT CALL TO 901 N. NELSON ST. WHILE ENROUTE TO THIS ADDRESS, INCIDENT ADDRESS WAS CHANGED TO 1114 N. RALPH AT PACIFIC STEEL. SE8 APPROACHED THIS ADDRESS WHILE HEADING SOUTH ON RALPH. ONCE ON SCENE THEIR WAS A BYSTANDER/PACIFIC STEEL EMPLOYEE WHO DIRECTED US TO GO INTO THE PARKING/LOT AREA OF PACIFIC STEEL ON THE WEST SIDE OF RALPH. A COUPLE HUNDRED FEET PAST THE ENTRY GATE WE WERE GREETED BY A SECOND EMPLOYEE WHO STATED THEY HAD AN EMPLOYEE WHO WAS HAVING A DIFFICULT TIME BREATHING AND POINTED SE8 IN A SOUTHWESTERLY DIRECTION IN THEIR YARD. AFTER ROUNDING A SCALE TYPE SHACK WE COULD SEE A MALE SITTING IN A CHAIR NEXT TO A TRACKHOE TOWARDS THE SOUTH EDGE OF THE YARD ANOTHER COUPLE HUNDRED FEET FROM THE SHACK. AS SE8 GOT CLOSER WE COULD SEE THERE WERE TWO GENTLEMEN SITTING IN CHAIRS SIDE BY SIDE. WE STOPPED SE8 ABOUT 20 TO 30 FOOT FROM THESE TWO MEN AND PROCEDED ON FOOT WITH MEDICAL GEAR IN HAND. THE FIRST MALE WE CAME TO SEEMED TO BE THE WORST OF THE TWO. SPITTING WHITE SALIVA AND COUGHING QUIT A BIT. THIS FIRST PATIENT WAS HAVING DIFFICULTY COMPLETING SENTENCES. SE8'S CREW STARTED SETTING UP O2 DELIVERY FOR THIS PATIENT RIGHT AWAY. SE8 BEGAN TO ASK THE SECOND MALE IF HE KNEW WHAT WAS CAUSING IS COWORKERS BREATHING PROBLEMS. AFTER HE BEGAN TO SPEEK SE8 COULD

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TELL THIS SECOND MALE WAS HAVING DIFFICULTLY SPEAKING AS WELL. BY THIS TIME THERE WERE A COUPLE COWORKERS WHO TOLD US THESE TWO MEN WERE WORKING IN THE CENTER OF THE METAL SCAPE PILE ON TRACKHOES JUST TO THE WEST OF OUR LOCATION. THERE WAS A BARREL TYPE CONTAINER IN THE SCRAP PILE THAT HAD RELEASED SOME SORT CHEMICAL GAS INTO THE AIR. SE8 NEVER WITNESSED A CLOUD OR SMELL OF ANY KIND AS REPORTED BY WITNESSES LATER IN THE INCIDENT. THEY ALSO TOLD US THERE WAS ANOTHER MALE ON THE WEST SIDE OF THE PACIFIC STEEL YARD WHO WAS HAVING PROBLEMS ALSO. IT WAS AT THIS POINT THAT SE8 CALLED DISPATCH FOR AN AMR UNIT, A SFD ALS UNIT, AND A FULL HAZMAT RESPONSE. SE8 ASKED FIREFIGHTER (b) (6), (b) (7) TO TREAT THESE TWO GENTLEMEN WHILE FEO (b) (6), (b) (7) AND MYSELF WENT TO THE OTHER SIDE OF THE SCRAP PILE TO CHECK ON A POSSIBLE THIRD VICTIM. IT WAS AT THIS TIME THAT FEO (b) (6), (b) (7) AND I MASKED UP AND PROCEEDED ON FOOT TO THE WEST SIDE OF SCRAP PILE. AFTER REACHING THE WEST SIDE OF THE PILE SE8 CAME ACROSS THREE MORE MALE PATIENTS ALL WITH THE SAME SYMPTOMS AS THE FIRST TWO GENTLEMEN. THERE WERE ALSO THREE OTHER EMPLOYEES WHO STATED THEY WERE NOT AFFECTED BY THE INCIDENT SPILL. SE8 ASKED SE2 TO MASK UP AND BRING MEDICAL SUPPLIES TO THE WEST SIDE OF THE YARD. SE8 ASKED EMPLOYEES IF THERE WAS ANY OTHER ACCESS TO THE YARD BESIDES FROM THE EAST OFF OF RALPH. THEY INFORMED SE8 THERE WAS A GATE TO THE WEST OF THE YARD OFF OF NELSON OR REGAL ST. SE8 ASKED THE THREE UNAFFECTED EMPLOYEES TO MAKE THEIR WAY OUT THE GATE TO THE WEST AS SE8 DID NOT WANT THESE THREE EMPLOYEES WALKING BACK THRU ANY CONTAMINATED AREAS OF THE YARD. SE8 INFORMED S20 OF THE THREE OTHER PATIENTS ON THE WEST SIDE OF THE SCRAP YARD AND ABOUT THE ACCESS GATE OFF OF REGAL. ASKED S20 IF WE COULD HAVE THE AMR UNITS ACCESS THE GATE ON THE WEST SIDE FOR THESE THREE PATIENTS. S20 WANTED THESE PATIENT TO BE REMOVED TO THE EAST TOWARDS RALPH ST FOR DECON AND SAFETY OF THE AMR (b) (6), (b) (7) AS THEY COULD BECOME CONTAMINATED FROM BEVAILING WINDS. AT THIS TIME SE2 AND SL2 CREWS REACHED OUR LOCATION ON THE WEST SIDE OF THE YARD WITH MED SUPPLIES, STOKES BASKET, AND BACK BOARDS. SFD AT THIS POINT HAD TWO MEMBERS FROM SE8, TWO MEMBERS FROM SE2, AND THREE MEMBERS FROM SL2 FOR A TOTAL OF 7 FIGHERFIGHTERS. NOT ENOTHER TO CARRY ALL THREE PATIENTS TO SAFETY TO THE EAST. RATHER THAN ASKING FOR MORE HELP AND TO FACILITATE FASTER REMOVAL. SE8 ASKED THE THREE VICTIMS IF THEY COULD WALK. TWO SAID THEY BELIEVED THEY COULD AND ONE SAID THEY COULD NOT. SL2 LOADED THE ONE VICTIM IN A STOKES BASKET AND ALL SFD MEMBERS AND VICTIMS PROCEEDED EAST TOWARDS THE SAFTY ZONE. ONCE THERE SE8 HELPED WITH REMOVAL OF CLOTHING AND DECON OF PATIENTS. AFTER DECON OF ALL PATIENTS SE8 WHENT THRU DECON ALSO. SE8 PROCEEDED TO REHAB. AFTER REHABING SE8 HELPED WITH ENTRY TEAM DECON. SE8 THEN HELPED PICK UP THE HAZMAT GEAR. SE8 WAS THEN ASSIGNED TO TAKE TWO MEMBERS OF THE HAZMAT TEAM OVER TO 909 N NELSON TO CHECK ONE OF THE BUILDINGS FOR GASES THAT HAD NOT BEEN CHECKED THUS FAR. HAZMAT TEAM FOUND A SMALL AMOUNT OF GASES WITHIN THE BUILDING. WE VENTILATED THE BUILDING AND CHECKED AGAIN 10 MINUTES LATER AND BUILDING WAS FOUND TO BE CLEAR. SE8 RETURNED IN SERVICE.

Apparatus SE13

Dispatch Time/Date 08/12/2015 10:01:44

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:03:50

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:24:22

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 13:14:45

Apparatus SE17

Dispatch Time/Date 08/12/2015 18:31:28

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 18:38:46

Emergency Response ? Yes

At Scene Time/Date

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 18:39:41

Spokane Fire Department Incident Report

44 W Riverside Ave, Spokane, WA 99201 (509) 625-7000

Apparatus Remarks

08/15/2015 08:50:10 User: 1187

C: E17D (b) (6), (b) (7)(C)

O: A large open recyle facility located @ 1114 N. Ralph w/ no active fire or hazmat incident upon arrival. Clean Harbors cleanup crew is on scene @ said location. S20 is on scene

A:

08/15/2015 08:52:51 User: 1187

A: Upon arrival, E17 meets with S20 and is instructed to stay at the facility keeping the chain of custody and allow no one to enter the facility until Clean Harbors completes their site plan and clears it with S20. (b) (6) from Clean Harbors completed the site plan and it was cleared by S20 around 2315. E17 turned over the site to (b) (6) @ Clean Harbors w/ no issues. (b) (6) stated that he would be on site all night until the next morning.

08/15/2015 08:54:12 User: 1187

A: S20 identified the product that was spilled, the location of the spill and the location of the secured contaminated items. S20 identified the area of exclusion.

Apparatus SE17

Dispatch Time/Date 08/12/2015 18:50:04

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 18:50:07

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 19:03:27

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 23:26:12

Apparatus Remarks

08/15/2015 17:19:14 User: 1187

SEE PRIOR COA FOR SE17 @ 1831 TIME

Apparatus SHM1

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:58:23

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:58:23

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 23:24:39

Apparatus SL2

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 09:59:59

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:05:19

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Spokane Fire Department Incident Report

44 W Riverside Ave, Spokane, WA 99201 (509) 625-7000

Available Time/Date 08/12/2015 18:28:14

Apparatus Remarks

08/24/2015 11:06:24 User: 0867

C- SL2 D 867--1178--1174--1197

O- SE8 ON SCENE OF SCRAP METAL RECYCLING CENTER AND REPORTING THAT THEY HAVE 2 PTS THAT HAVE BEEN EXPOSED TO AN UNKNOWN CHEMICAL AGENT THAT WAS CAUSING RESPIRATORY PROBLEMS. WE COULD SEE NO VISIBLE PLUME AT TIME OF ARRIVAL. WE WERE ALSO MET BY AN EMPLOYEE AS WE WERE PARKING APPARATUS THAT STATED HE SAW WHAT HE DESCRIBED AS A YELLOWISH PLUME OR CLOUD THAT CAME FROM THE AREA WHERE THEY OPERATE A CRUSHER MACHINE

A - SE8 INDICATED AT THIS POINT THAT THEY HAD 2 PTS AT THEIR APPARATUS AND THERE WERE 3 MORE TO THE NORTH AND WEST OF THEIR APPARATUS . WE SPOTTED L2 TO THE EAST OF THE HOTZONE LINE AND HAD MY CREW MASK UP WITH FULL PPE AND TAKE A STOKES AND BACKBOARD FROM L2 INTO THE HOT ZONE TO THE WEST WHERE PTS WERE LOCATED. 2 PTS WERE AMBULATORY WITH SOME ASSISTANCE. 1 PT WAS PLACED IN STOKES AS HE WAS UNABLE TO WALK OUT. PTS WERE BROUGHT BACK TO THE AREA WHERE SE2 WAS PARKED AND MEDICAL AID WAS RENDERED AS WELL AS GROSS DECON WITH HOSE , BRUSH AND SOAP. I WENT BACK TO ASSIST IN WALKING THE OTHER 2 PTS FROM SE8 TO THE GROSS DECON AREA. WE ASSISTED WITH CONSTRUCTION OF HAZ MAT DECON CORRIDOR SHOWERS

L2 SPENT THE REMAINDER OF THE DAY ASSISTING THE HAZ MAT TEAM AND THE RESCUE GROUP SUPERVISOR WITH VARIOUS TASKS THAT NEEDED ATTENTION. ASSSITED HAZ MAT TEAM BREAK DOWN AND PICK UP EQUIPMENT LATER IN THE INCIDENT. ALL OF L2 AND E2 PPE TAKEN TO STATION EIGHT FOR A DOUBLE WASHING. CAPT. (b) (6), (b) (7)(C) AND LT CHISM DID NOT ENTER HOT ZONE AND DID NOT SEND PPE IN FOR LAUNDERING.

CAPT. (b) (6), (b) (7)(C)

Apparatus V6

Dispatch Time/Date 08/12/2015 13:11:34

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 13:11:39

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 15:47:38

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 18:27:48

Apparatus V22

Dispatch Time/Date 08/12/2015 10:46:51

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:47:45

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:55:03

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 15:55:42

Apparatus V31

Dispatch Time/Date 08/12/2015 11:51:03

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 11:51:08

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 12:05:14

Spokane Fire Department Incident Report

44 W Riverside Ave, Spokane, WA 99201 (509) 625-7000

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 14:56:17

Apparatus E81

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 09:59:35

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:16:12

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 15:58:24

Apparatus AM101

Dispatch Time/Date 08/12/2015 10:09:35

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:09:45

Emergency Response ? Yes

At Scene Time/Date

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 10:16:17

Apparatus AM104

Dispatch Time/Date 08/12/2015 09:59:32

Responding from Quarters ? Yes

Enroute Time/Date

Emergency Response ? Yes

At Scene Time/Date

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 09:59:42

Apparatus AM104

Dispatch Time/Date 08/12/2015 10:58:32

Responding from Quarters ? Yes

Enroute Time/Date

Emergency Response ? Yes

At Scene Time/Date

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 10:59:30

Apparatus AM104

Spokane Fire Department Incident Report

44 W Riverside Ave, Spokane, WA 99201 (509) 625-7000

Dispatch Time/Date	<u>08/12/2015 17:54:19</u>	Responding from Quarters ?	<u>Yes</u>
Enroute Time/Date	<u>08/12/2015 17:54:28</u>	Emergency Response ?	<u>Yes</u>
At Scene Time/Date	<u>08/12/2015 18:02:28</u>	Cancelled Enroute ?	<u>No</u>
Patient Left Scene			
Arrives at Hospital			
Available Time/Date	<u>08/12/2015 18:59:26</u>		

Apparatus	<u>AM116</u>		
Dispatch Time/Date	<u>08/12/2015 10:30:57</u>	Responding from Quarters ?	<u>Yes</u>
Enroute Time/Date	<u>08/12/2015 10:31:11</u>	Emergency Response ?	<u>Yes</u>
At Scene Time/Date	<u>08/12/2015 10:44:50</u>	Cancelled Enroute ?	<u>No</u>
Patient Left Scene	<u>08/12/2015 11:06:38</u>		
Arrives at Hospital	<u>08/12/2015 11:16:29</u>		
Available Time/Date	<u>08/12/2015 11:19:03</u>		

Apparatus	<u>AM116</u>		
Dispatch Time/Date	<u>08/12/2015 11:33:13</u>	Responding from Quarters ?	<u>Yes</u>
Enroute Time/Date	<u>08/12/2015 11:34:44</u>	Emergency Response ?	<u>Yes</u>
At Scene Time/Date	<u>08/12/2015 11:50:03</u>	Cancelled Enroute ?	<u>No</u>
Patient Left Scene			
Arrives at Hospital			
Available Time/Date	<u>08/12/2015 11:57:49</u>		

Apparatus	<u>AM124</u>		
Dispatch Time/Date	<u>08/12/2015 10:46:35</u>	Responding from Quarters ?	<u>Yes</u>
Enroute Time/Date	<u>08/12/2015 10:46:38</u>	Emergency Response ?	<u>Yes</u>
At Scene Time/Date	<u>08/12/2015 10:52:03</u>	Cancelled Enroute ?	<u>No</u>
Patient Left Scene	<u>08/12/2015 11:20:16</u>		
Arrives at Hospital	<u>08/12/2015 11:26:11</u>		
Available Time/Date	<u>08/12/2015 11:45:09</u>		

Apparatus	<u>AM126</u>		
Dispatch Time/Date	<u>08/12/2015 10:13:03</u>	Responding from Quarters ?	<u>Yes</u>
Enroute Time/Date	<u>08/12/2015 10:13:10</u>	Emergency Response ?	<u>Yes</u>
At Scene Time/Date		Cancelled Enroute ?	<u>No</u>
Patient Left Scene			
Arrives at Hospital			
Available Time/Date	<u>08/12/2015 10:14:23</u>		

Spokane Fire Department Incident Report

44 W Riverside Ave, Spokane, WA 99201 (509) 625-7000

Apparatus AM126

Dispatch Time/Date 08/12/2015 10:16:21

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:16:49

Emergency Response ? Yes

At Scene Time/Date

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 10:18:05

Apparatus AM131

Dispatch Time/Date 08/12/2015 10:00:57

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:01:02

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:14:38

Cancelled Enroute ? No

Patient Left Scene 08/12/2015 10:38:08

Arrives at Hospital 08/12/2015 10:52:08

Available Time/Date 08/12/2015 11:07:37

Apparatus AM133

Dispatch Time/Date 08/12/2015 10:59:32

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:59:34

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 11:05:44

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 11:35:28

Apparatus AM136

Dispatch Time/Date 08/12/2015 10:26:48

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:30:07

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:43:57

Cancelled Enroute ? No

Patient Left Scene 08/12/2015 10:52:47

Arrives at Hospital 08/12/2015 11:00:55

Available Time/Date 08/12/2015 11:12:01

Apparatus AM147

Dispatch Time/Date 08/12/2015 10:51:03

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:52:11

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:57:30

Cancelled Enroute ? No

Patient Left Scene

Spokane Fire Department Incident Report

44 W Riverside Ave, Spokane, WA 99201 (509) 625-7000

Arrives at Hospital

Available Time/Date 08/12/2015 18:18:10

Apparatus AM148

Dispatch Time/Date 08/12/2015 09:59:45

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:00:36

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:06:34

Cancelled Enroute ? No

Patient Left Scene 08/12/2015 10:54:28

Arrives at Hospital 08/12/2015 11:02:31

Available Time/Date 08/12/2015 11:12:01

Apparatus AVIS

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date

Emergency Response ? Yes

At Scene Time/Date

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 11:53:57

Apparatus SR9

Dispatch Time/Date 08/12/2015 09:57:11

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:01:32

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:11:50

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 23:26:48

Apparatus AMR20

Dispatch Time/Date 08/12/2015 10:16:53

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:16:58

Emergency Response ? Yes

At Scene Time/Date 08/12/2015 10:23:04

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 16:54:00

Apparatus SMSO3

Dispatch Time/Date 08/12/2015 10:06:10

Responding from Quarters ? Yes

Enroute Time/Date 08/12/2015 10:06:15

Emergency Response ? Yes

Spokane Fire Department Incident Report

44 W Riverside Ave, Spokane, WA 99201 (509) 625-7000

At Scene Time/Date 08/12/2015 10:29:43

Cancelled Enroute ? No

Patient Left Scene

Arrives at Hospital

Available Time/Date 08/12/2015 18:28:00

Apparatus Remarks

08/18/2015 08:16:05 User: 1157

C: Spokane MSO3 Loncon

O: Dispatched to Haz Mat with possible chemical exposure unk number of patients.

A; Upon arrival to Spokane 2 assigned me to the Medical Group (Chief (b) (6), (b) (7)(C)). I reported to Chief (b) (6), (b) (7) and was made Treatment. Spokane Engine 7 was assigned Treatment prior to my arrival. Upon arrival to Treatment area I requested a face to face with Spokane Engine 7 Capt. Sch

08/18/2015 08:27:40 User: 1157

cont (b) (6), (b) (7). At that time there was only 1 patient being treated by Spokane Engine 7. At that time it was decided that the patient needed Gross Decon prior to being loaded in Ambulance. Patient was ambulatory and appeared stable at the time of evaluation. Reports stated there were a total of 8 patients 7 were ambulatory with one patient being brought to Decon in Stokes basket. Patients came to treatment area 1 and 2 at a time over extended period of time. All 8 patients were placed on O2 by NRB mask upon entering the treatment area prior to decon. Patient's remained on O2 throughout Decon process and were placed in ambulance for transport by AMR Supervisor (b) (6), (b) (7)) Transport officer.